

36th Street Bridge  
Spanning Rabbit River  
Hamilton Vicinity  
Allegan County  
Michigan

HAER No. MI-18

HAER  
MICH  
3-HAM.V,  
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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

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# HISTORIC AMERICAN ENGINEERING RECORD

## 36th STREET BRIDGE

HAER No. MI-18

**Location:** The 36th Street Bridge over the Rabbit River is located in Section 25, Overisel Township and Section 30, Salem Township, Hamilton vicinity, Allegan County, Michigan.

UTM: 16.4727873.590410  
Quad: Allegan, Michigan

**Date of Construction:** 1906 or 1907

**Present Owner:** Allegan County Road Commission  
1308 Lincoln Road  
Allegan, Michigan 49010

**Present Use:** Vehicular Bridge

**Significance:** The 36th Street bridge is one of the few pin connected, Parker Pony Highway Bridges surviving in Michigan. It was listed in the National Register of Historic Places in 1985.

**Project Information:** This documentation was undertaken in May 1986 in accordance with the Memorandum of Agreement by the Allegan County Road Commission as a mitigative measure prior to the demolition of the bridge.

Fred Neils  
Engineer-Manager  
Allegan County Road Commission  
Allegan, Michigan

36th Street Bridge  
HAER No. MI-18 (Page 2)

The 36th Street bridge over the Rabbit River is located in Section 25 of Overisel Township and Section 30 of Salem Township, Allegan County, Michigan. 36th Street is a north-south road situated on a 66 foot wide right-of-way. 136th Avenue intersects 36th Street approximately 7000 feet south of the bridge. 139th Avenue intersects 36th Street approximately 700 feet north of the bridge. 36th Street is the principal road used by the residents of Diamond Springs when they desire to travel north across the Rabbit River. Not only does the bridge provide access to the north side of the Rabbit River for the residents of Diamond Springs but it also is used by farmers on both sides of the river for access to markets and fields. The 36th Street bridge is typical of the many "farm to market" bridges built during the late 1800's and early 1900's in the rural areas of Michigan.

The original plans for the bridge were destroyed. The bridge's nameplate indicates the bridge was constructed by the firm of Wynkoop & McGormley. A review of the Michigan Gazetteer for 1907 lists a firm of Wynkoop & McGormley of Lansing, Michigan. The firm was the agent for the Toledo Massillon Bridge Company. The bridge was constructed in 1906 or 1907.

The bridge is a single span steel through truss with pin connections. Each truss has seven panels each 12 feet 8 inches long for a total truss span of 88 feet 8 inches. The top chords and end post members consist of one 16-inch wide steel top plate riveted to two 8 inch channels. The laced vertical members consist of two 4-inch channels. The diagonals and bottom chords are steel eye bars. The three floor beams are 19-inch deep I beams. The truss has a camel-back configuration with a maximum height of 12 feet 9 inches. The bridge is a Parker Pony Truss.

36th Street Bridge  
HAER No. MI-18 (Page 3)

The distance between parallel trusses is 16 feet. The clear width of the bridge is 14 feet. The bridge deck is a concrete jack arch. The steel stringers in the arch consist of two 8" fascia channels and five 7" interior I beams.

The abutments are constructed of concrete.

The 36th Street bridge is typical of most bridges built in southern Michigan around the late 19th and early 20th centuries. Because the truss superstructure was relatively lightweight, it was fabricated at a steel fabrication plant and shipped by rail to the job site. The Contractor constructed the substructure units and then assembled and erected the steel truss.